

147-213

# COAST GUARD BULLETIN



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## AUGUST 4 IS 156TH ANNIVERSARY OF THE UNITED STATES COAST GUARD

### MESSAGE FROM THE COMMANDANT

Coast Guard Day this year finds the Service returned to its peacetime duties. Demobilization from war has been completed. The problems of transition from a war to a peacetime organization have required great readjustments. I want to express to all Coast Guardsmen my sincerest thanks for the faithful and loyal devotion to duty during the trying period through which we have just passed. The Coast Guard's peacetime functions are no less important to the Nation than its role as a member of the armed forces team during war. We face the future with new and added responsibilities for the safety of life and property at sea which will require the best efforts of all of us. My best wishes and personal greetings to all of you on this the One Hundred Fifty-Sixth Anniversary of the Coast Guard.

JOSEPH F. FARLEY,  
*Admiral, USCG.*

### MESSAGE FROM THE SECRETARY OF THE TREASURY

The Commandant takes pleasure in forwarding to the Service extracts from Anniversary messages as follows: "From Secretary of the Treasury Snyder on the 156th Anniversary of the United States Coast Guard: It is my distinct pleasure to salute the officers and men of your splendid organization which, during the long years of its history, has so fully lived up to the Latin motto inscribed on its banners '*Semper Paratus*.' The humane deeds of the Service in years of peace have been numberless. The force of its arms have been amply demonstrated in every war since the revolution."

### MESSAGE FROM THE ASSISTANT SECRETARY OF THE TREASURY

From Assistant Secretary of the Treasury Foley: "We in the Treasury are proud of the Coast Guard. I extend my heartiest congratulations and my best wishes for the future to an organization which in my opinion stands out as the best body of seamen in the world."

C. G. Distribution  
A, B, C, D, and List 102

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<sup>1</sup>Published with the approval of the Director of the Budget.

## INTERNATIONAL ICE PATROL ENDS ITS FIRST POST- WAR SEASON

The International Ice Patrol of the North Atlantic traffic lanes was concluded on July 27, there being then no known ice threatening normal traffic routes. The cutters *Tampa*, *Modoc*, and *Mojave* were withdrawn from their assignment on that date.

The ice patrol was officially commenced on March 15, with the cutters *Modoc* and *Tampa* alternating on patrol for periods of approximately 15 days each. These vessels operated from Argentia, Newfoundland. Searches of the ice area were also made by Coast Guard planes whenever there was sufficient visibility for such flights.

The cutter *Mojave*, during her assignment to the International Ice Patrol, was utilized in investigations into the value of radar as a means of detecting icebergs. This study was carried as far as technical personnel permitted, and it is thought that the observations made are sufficient for the preparation of a special report of considerable value.

The usual program of oceanographic studies, made by the ice patrol cutters previous to the war, had to be considerably curtailed this year because of a shortage of personnel.

During the latter half of April bergs were discovered in progressively more southerly positions south of the tail of the Grand Banks and southeast of the Grand Banks in positions endangering traffic following U. S. Tracks B, then in use. Consequently on April 25, a shift to extra southerly Tracks A was recommended. By the end of April the threat to Tracks B had disappeared and it was recommended that vessel traffic be shifted back to these tracks.

By the middle of July, the only remaining area in which ice might be a threat to Tracks C was the vicinity of the tail of the Grand Banks and the eastern edge of these banks. The *Tampa* completed a search of these areas with negative results, by July 25, and the following day the patrol was discontinued for the season.

The present year was a normal one in the history of the ice patrol, insofar as the prevalence of ice was concerned. The ice reports were extensively used by the increasing volume of commercial traffic now using the North Atlantic routes. In carrying out the patrol duties, the Coast Guard cutters received ice, sea temperature, or weather reports from 155 vessels. The number of vessels making use of the regular radio broadcasts on ice conditions is, of course, unknown. The patrol ships also reported the position of 20 derelicts.

## ADDITIONAL DECORATIONS ARE PRESENTED BY COMMANDANT

Thirteen Coast Guard officers were presented with decorations in a mass ceremony at Coast Guard Headquarters on August 14. There were seven Bronze Stars and six Navy Commendation Ribbons.

Capt. Fred P. Vetterick, was awarded the Bronze Star Medal for "distinguished achievement in connection with operations against the enemy while serving as commander of a unit of ships of an escort group protecting trans-Atlantic convoys."

"In direct charge of all operations effecting a pipe-line crossing of the Whangpoo River at Shanghai, China, and coping with difficulties seldom encountered in military pipe-line river crossings, displaying great initiative and ingenuity and skillful improvisations of adapting the equipment to the special work at hand \* \* \* Lt. (jg) Clifford G. Needham, USCGR, was awarded the Bronze Star Medal.

"For meritorious service as commanding officers of United States warships engaged in convoy operations in the Atlantic; operating their ships with skill and efficiency under the hazards of submarine infested waters, thereby contributing materially to the successful convoying of material and men vital to the fighting fronts in Europe," the following officers received the Commendation Ribbon: Capt. Joseph A. Kerrins, Capt. Stephen H. Evans, Commander Christopher C. Knapp, Commander Harry A. Loughlin, and Lt. John F. Thompson, Jr.

Lt. Comdr. Glen L. Rollins, commander of the *U.S.S. Ricketts* during a rescue of survivors from a collision of two ships in that convoy "promptly maneuvered his ship for efficient rescue work despite rough seas, flaming oil-covered waters, and the hazard of an imminent explosion of the burning gasoline-laden tanker, succeeded in saving many helpless and exhausted men." Lieutenant Commander Rollins received the Bronze Star Medal for his actions.

A citation commending "his sound judgment, professional skill, and outstanding performance of duty" while in command of a warship in convoy duty in the Atlantic, Commander Samuel F. Gray, USCG, received a Bronze Star in lieu of a second Commendation Ribbon.

For services as commanding officer of a convoy duty warship, Commander Irving J. Stephens, received a Bronze Star in lieu of a second Commendation Ribbon.

Lt. Comdr. Robert Wilcox, USCG, was awarded a Bronze Star in lieu of a second Commendation Ribbon.

## ANNUAL STATISTICS ON AIDS TO NAVIGATION SHOW TREND TOWARD STABILIZATION

Annual statistics on the condition of the system of aids to marine navigation, for the fiscal year just closed, show a small net increase in the number of such aids, but considerable activity in the establishment of new aids and the discontinuance of others. This indicates a stabilization in the system and an almost complete return to peacetime conditions.

The Coast Guard in its maintenance of aids to navigation upon the navigable waters of the United States and its possessions and for offshore bases established 1,976 aids to navigation and discontinued 1,637 leaving a net increase of 339 or a grand total of 36,879 aids to navigation, on 30 June 1946. The small net increase during the fiscal year in aids to navigation was due to the discontinuance of aids which marked swept channels, convoy routes, and those which were required for other military needs.

The aids to navigation program at United States advance bases is being stabilized to conform with postwar military needs.

All lightships removed from station as a war measure and diverted to other wartime duties have been restored to stations for lightship duty, except Fire Island Lightship which has been replaced by a large type lighted whistle buoy and a radiobeacon established on shore at Fire Island Light Station.

An interesting feature of the development of navigational aids is the change in the relative position of the illuminants (fuels) used for the lighted aids. The three principal illuminants are electricity, acetylene gas, and kerosene. All of these have been used for 50 years

or more, but their relative positions has changed slowly but steadily.

Fifty years ago, nearly 100 percent of all the lighted aids to navigation employed kerosene oil in wick lamps, with only a scattering of lights operated on the other three illuminants. Ten years ago, somewhat more than one-third of all the lighted aids burned acetylene gas, and electric lights accounted for about 25 percent. The percentage of kerosene-burning wick lamps, although still over 30, was declining steadily, while acetylene and electric lights were on the increase.

Today, for aids on fixed structures, the electric lights have far outstripped the acetylene lights, about 68 percent of all lights on fixed structures being electric and only 13½ percent acetylene. The kerosene-burning wick lamps still represent about 18½ percent of the total for fixed aids, but the number is decreasing. The incandescent oil vapor lights (vaporized kerosene) are few in number.

The trend is thus for the kerosene light to be disappearing from the scene, and for the acetylene and the electric light to be gaining; the electric light more rapidly than the acetylene.

The number of marine radiobeacons operated by the Coast Guard did not increase during the year, due largely to the fact that this type of navigational aid has reached a point where existing stations mark the navigable waters of the United States with reasonable adequateness. Certain stations established during the war for purely military reasons have been discontinued.

The new electronics navigational aids, loran and racon, also appear in the statistics for the past fiscal year, and the status of this program is shown by the following tables:

## LORAN STATIONS

Chain	In Commission 30 June, 1945		In Commission 30 June, 1946	
	Fixed station	Mobile station	Fixed station	Mobile station
Northwest Atlantic	6		5	
East coast, U. S.	5		8	
West coast, U. S.		5	4	4
North Pacific	7		7	
Hawaiian	4		4	
Phoenix	4		4	
Marshalls	4		4	
Marianas	4		4	
Palau-Morotai	4		2	
Okinawa-Tokyo	2		3	
Western Philippines		4	4	
Southwest Pacific		6		
Total	40	15	49	4

## RACON STATIONS

District	In Com- mission 30 June, 1945	In Com- mission 30 June, 1946	District	In Com- mission 30 June 1945	In Com- mission 30 June, 1946
1-----	3	3	11-----	4	0
3-----	1	0	12-----	5	2
4-----	3	0	13-----	8	1
5-----	3	1	14-----	1	1
6-----	1	1	17-----	10	0
7-----	5	1			
8-----	1	1	Total-----	45	11
10-----	0	0			

## SUMMARY OF AIDS TO NAVIGATION AND CHANGES DURING THE FISCAL YEAR

Class	1946 estab- lished	1946 discon- tinued	1946 in- crease	1946 de- crease	Total June 30	
					1945	1946
<b>LIGHTED AIDS:</b>						
Lights, 200 cp & above-----	123	92	31	-----	2, 197	2, 228
Lights, below 200 cp-----	436	394	42	-----	7, 667	7, 709
Lightship Stations <sup>1</sup> -----			2	-----	26	28
Lighted buoys (including float lights)-----	192	222		30	1, 813	1, 783
Lighted trumpet buoys-----	3	3		-----	8	8
Lighted whistle buoys-----	36	67		31	263	232
Lighted bell buoys-----	59	77		18	632	614
Lighted gong buoys-----	12	22		10	71	61
Total lighted aids-----	861	877	-----	16	12, 651	12, 635
<b>FOG SIGNALS:</b>						
Radiobeacons <sup>2</sup> -----	10	10	-----	-----	187	187
Sound fog signals-----	17	10	7	-----	598	605
Lighted buoys with bells, whistles, gongs or trum- pets <sup>3</sup> -----	110	169	-----	59	974	915
Unlighted buoys with bells, whistles or gongs-----	24	46	-----	22	392	370
Total fog signals-----	161	235	-----	74	2, 151	2, 077
<b>UNLIGHTED AIDS:</b>						
Buoys-----	907	534	373	-----	17, 212	17, 585
Daybeacons-----	157	160	-----	3	5, 500	5, 497
Total silent and unlight- ed aids-----	1, 064	694	370	-----	22, 712	23, 082
Grand total-----	1, 976	1, 637	339	-----	36, 540	36, 879

<sup>1</sup> Lightship stations not counted in totals.<sup>2</sup> Includes auxiliary warning radiobeacon on Nantucket Shoals Lightship.<sup>3</sup> Lighted sound buoys counted only once in grand total.



## PACIFIC COAST LIGHT LIST FOR 1946 IS ISSUED

The 1946 edition of the Light List, Pacific Coast, is now available to the public, having made its appearance during July. All volumes of the Light Lists for 1946 have now been issued, with the exception of the Light List for the Intracoastal Waterway, which will be available in a few days. Sales price of the Pacific Coast Light List is 75 cents per copy.

## FORMER WEATHER SHIPS ARE BEING RETURNED TO THE NAVY

All of the 19 frigates turned over by the Navy to the Coast Guard to be employed as weather station vessels, with the exception of 1 vessel, having been relieved of this duty, the group is now being returned to the Navy. Weather reporting functions of the Coast Guard in the North Atlantic will in the future be performed with Coast Guard cutters.

The permanent stations of the 327-foot cutters *Bibb* and *Spencer* have been changed from Norfolk, Va., and New York, N. Y., respectively, to Boston, Mass., where the vessels have been assigned to duty under the Commander North Atlantic Ocean Patrol, in connection with weather reporting duty.

Disposition of the frigates is as follows:

*Muskegon* (PF-24)

*Milledgeville* (PF-94)

*Emporia* (PF-28)

*Abilene* (PF-58)

At Boston, Mass., awaiting ferry crews for movement to the 8th Naval District for decommissioning and return to Navy.

*Woonsocket* (PF-32)

*Manitowoc* (PF-61)

*Lorain* (PF-93)

*Greensboro* (PF-101)

*Covington* (PF-56)

At New York, N. Y., awaiting ferry crews for movement to the 8th Naval District for decommissioning and return to Navy.

*Sheboygan* (PF-57)

En route New Orleans, La., for decommissioning and return to Navy.

*Groton* (PF-29)

Arrived New Orleans, La., on 17 July for decommissioning and return to Navy.

*Forsyth* (PF-102)

Arrived New Orleans, La., on 23 July for decommissioning and return to Navy.

*Brownsville* (PF-10)

*Moberly* (PF-63)

In Seattle, Wash., awaiting decommissioning and return to Navy.

*Bangor* (PF-16)

*Corpus Christi* (PF-44)

In Bremerton, Wash., awaiting decommissioning and return to Navy.

*Orange* (PF-43)

*Hutchinson* (PF-45)

Standing by in San Francisco, Calif., awaiting to report to 13th Coast Guard District for decommissioning and return to Navy.

*Gladwyne* (PF-62)

Reported "at sea," weather station duty.

## OFFICE OF COMMANDER, NORTH ATLANTIC OCEAN PATROL, IS ESTABLISHED

An office of Commander, North Atlantic Ocean Patrol, has been established at Argentia, Newfoundland, for the purpose of taking charge of the Coast Guard operations on the International Ice Patrol, the Greenland Patrol, the Weather Patrol, the servicing of aids to navigation in Labrador, Greenland, and Newfoundland, and the furnishing of minor logistic support to naval bases in Greenland.

The commander of this patrol is responsible operationally to the Coast Guard Commander, Eastern Area, and administratively to the Commandant of the Coast Guard. Logistic support for vessels of the North Atlantic Ocean Patrol except for personnel, and except for supplies and repairs obtained locally at Argentia, will be furnished by the Commander, First Coast Guard District.

This new office will function in a manner quite similar to that of a commander of a Coast Guard district.

## MANY CHANGES IN AUXILIARY PROCEDURE SHOWN IN NEW INSTRUCTIONS

A new edition of "Instructions, U. S. Coast Guard Auxiliary," which has just been published and distributed to all officers of that organization, contains many changes in procedure, in uniforms, and in other matters necessary for a return to full peacetime status.

Where former editions of the instructions had contained much material of a military nature necessitated by the war and the extensive participation of Auxiliary members in the port security activities accomplished by the Temporary Reserve, the present edition outlines a peacetime organization. Of particular

interest to Auxiliary members is the description of the new Auxiliary uniform and insignia, and changes in the rating designations which conform to the available study courses.

The instructions have considerably streamlined the procedure relating to correspondence and other paper work. Copies of the new publication have been sent to all districts, and will be distributed to all district officers concerned and all flotilla officers.

#### ADDITIONAL CADETS ARE APPOINTED TO ACADEMY

The following men have been tendered appointments as cadets in the United States Coast Guard, in addition to those listed in the August issue of the COAST GUARD BULLETIN.

Charles J. Glass,  
Niagara Falls, N. Y.  
Warren W. Waggett,  
Highland Park, Ill.

#### C. G. TO PARTICIPATE IN DISPLAY OF RADIO AIDS TO AIR NAVIGATION

Arrangements were made during the past week for the Coast Guard to participate in the forthcoming international demonstration of radio aids for air navigation scheduled to be held at Indianapolis, Ind., in November 1946. The Coast Guard, with the cooperation of manufacturers of equipment, will establish a loran display booth showing present loran coverage of the world, and acquainting representatives of the various foreign governments with the operation of loran receiver indicators. The Army Air Force will furnish an especially equipped plane to give actual flight demonstrations of loran for those interested representatives. One of the prime concerns of the Coast Guard is to show the value of loran as an aid both

to air and surface navigation over the high seas.

#### HEADQUARTERS ESTABLISHES COORDINATOR FOR INTERNATIONAL AFFAIRS

A coordinator for interdepartmental and international affairs has been established in the office of the Commandant at Coast Guard Headquarters. This coordinator is to be responsible for coordinating Coast Guard representation on all interdepartmental and international conferences, committees, boards, and meetings, of which the Coast Guard is a member or an observing party. Capt. H. C. Moore, USCG, has been assigned to this position.

#### GRADUAL INCREASE IN ENLISTED TRAINING PROGRAM FORECAST

Conditions surrounding the Coast Guard's program for the training of enlisted personnel are now such that schools have been reduced to the smallest practicable minimum, both in numbers and size. There is great need for additional training throughout the entire service, because of the major readjustments of personnel made necessary by the cessation of hostilities. However, acute shortages of trained personnel throughout the service, have made it difficult for commanders of Coast Guard districts to release men for training.

Most schools are operating considerably below capacity, because of the difficulties attending the diversion of men for training. However, as proper training will be a major factor in the efficient remanning of the many Coast Guard units, it is believed that shortly there will set in an increase in the flow of men to the various specialist schools.

#### *Training Schools for Coast Guard Enlisted Personnel*

School	Location	Weeks	Special qualifications	Convening dates
Aerographer's Mate (Advanced).	NTS, NAS, Lakehurst, N. J.	16	Chief and first-class AerM.	21 Oct.
Aerographer's Mate (Basic).	NTS, NAS, Lakehurst, N. J.	16	Non rated men with related experience, high school graduate.	7 Oct., 4 Nov., 2 Dec.
Aids to Navigation.....	CGTS, Groton, Conn.	21	MM, MoMM, and EM, other ratings if qualified by mechanical ability or experience.	7 Oct. and every 7 weeks thereafter.
Aviation Machinist's Mate.	CG Air Station, San Diego, Calif.	20	Second-class petty officers or below. High-school graduates. Maximum age 28 years. Physical requirements combat airmen.	Varies.

*Training Schools for Coast Guard Enlisted Personnel—Continued*

School	Location	Weeks	Special qualifications	Convening dates
Aviation Medical Technician.	NAS, Pensacola, Fla.	12	PhM any class. Typing. Physical requirements combat aircrewmen.	4 Nov. and every 3 months thereafter.
Aviation Radioman....	CG Air Station, San Diego, Calif.	10	RM2c or 3c with 6 months' sea duty or tour of foreign duty. Maximum age 28 years. Physical requirements combat aircrewmen.	7 Oct. and every 4 weeks thereafter.
Electrician's Mate (Telephone) (Advanced).	CGTS, Groton, Conn.	10	EM (Tel).....	16 Sept. and every 10 weeks thereafter.
Loran Maintenance.....	do.....	8	ETM any class.....	4 Nov. and every 8 weeks thereafter.
Loran Operator (Radarman (L)).	do.....	3	Nonrated men with high hand/eye coordination.	24 Sept. and every 3 weeks thereafter.
Motor Machinist's Mate.	do.....	16	Nonrated men.	2 Sept. and every 3 weeks thereafter.
Pharmacist's Mate.....	do.....	12	Nonrated men with related experience.	To be announced.
Radioman.....	do.....	24	Nonrated men with minimum score of 55 on the speed of response test.	7 Oct. and every 4 weeks thereafter.
Radio Matériel (Basic) (Electronic Technician's Mate).	do.....	16	Nonrated men with radio experience or mechanical and electrical aptitude.	7 Oct. and every 4 weeks thereafter.

### COAST GUARD DEVISING NEW SYSTEM OF MARINE EQUIPMENT APPROVALS

The Merchant Marine Technical Division of the Coast Guard plans shortly to inaugurate a revised system of merchant vessel equipment approvals. The revised system will not require resubmission of material already approved, if there has been no change in the item of equipment, no change in Coast Guard requirements, and the manufacturer intends to continue its manufacture. Under the new system, a new "Certificate of Approval" will be issued. It will contain the date, approval number, name of manufacturer, a brief identification of the item, and the expiration date of the approval, which is limited to five years unless sooner canceled or suspended by proper authority. Instructions regarding manufacture, sale and use of the item approved, on vessels subject to the marine inspection laws, will be found on the reverse side.

Primarily, the system is designed to keep an up-to-date record of all current equipment "approvals." Formerly, approvals of lifesaving, fire-fighting and certain other items of equipment for use on merchant vessels, once issued, remained in effect indefinitely, were transferrable, and were withdrawn only in cases of outright disapproval. No provisions were made for renewals upon modification in equipment design, trans-

fer of manufacturing ownership, supersession by superior equipment, and other factors which influence the exact identity of the originally approved article. Existing records contain untermiated approvals dating as far back as 1872. The cumulative total of all these untermiated approvals amounts to approximately 500, many of which are obsolete, no longer manufactured, manufactured with changes, or manufactured by persons other than in whose name the original approval was issued. Under the revised system, ample opportunity will be afforded all listed marine equipment manufacturers to request continuance of the approval of their products, providing such products are in every respect identical with those previously approved. If certification is not requested, it is planned to automatically drop all old approvals. Thereafter, all approved items must be maintained "current" for a period of 5 years. However, if already approved equipment is altered, new approvals must be obtained regardless of the time involved. The new system is expected to be in full operation about January 1, 1947.

The policy of the Coast Guard with respect to those items of merchant vessel equipment whose approval will automatically terminate as a result of the new approval system, is to permit use of those items so long as they are in the ship chandler's stock, or in service aboard ship, provided the equipment is



in no way defective or unsuitable for the purpose intended.

As a further service to the industry, once a complete current list of all approved equipment is compiled, it will be published in pamphlet form for distribution to field marine inspection officers, purchasing agents, ship builders, ship chandlers, ship's officers and others interested in the selection of approved equipment for use aboard merchant vessels subject to Coast Guard inspection.

### **WATERFRONT FIRE IS EXAM- PLE OF WHAT COAST GUARD AUXILIARISTS CAN DO**

Prompt action by the crew of the Auxiliary-manned Coast Guard Cutter *CG-83327*, prevented a fire which swept Pequonnock Dock in Bridgeport, Conn., in the early morning of July 31, from spreading throughout the entire water front.

The *83327*, which had been checking oil pollution in Bridgeport Harbor, was moored for the night at the Long Island-Bridgeport ferry dock. About 2:45 A. M., John G. Tomkins, of Flotilla 401, Staten Island Division, who was on watch, spotted the spreading flames and sounded a general alarm. Chief R. T. Green, USCG, officer-in-charge, immediately ordered his vessel underway.

Working as close to the flames as safety would permit, the *83327* poured tons of water on the doomed structure, with the auxiliarists working in relays as they manned the high-pressure hose. The Coast Guard craft fought a lone battle for more than 20 minutes until the Bridgeport city fire department was able to bring their equipment into play.

By this time the flames were roaring through a warehouse on the pier, and four barges, made fast alongside, drifted off as their hawsers burned through. Two of the drifting craft were afire, one threatening a nearby lumber dock and the other a yacht club with a large fleet of private craft moored off its dock.

Making certain that the city apparatus was in action, Chief Green pulled away from the blazing dock and started to round up the drifting barges, going after the burning ones first. One of them, with 400 tons of coal aboard, was afire fore and aft. Auxiliarists went aboard with hose and axes and soon had the fire under control. The *83327* towed the barge to safety and then went after another whose cabin was aflame. This was soon extinguished, and the barge turned over to a tugboat. The cutter

then assisted a police launch which was struggling with the other two barges, and took them in tow.

By this time the ferryboat *Brinckerhoff* was under way and the fire department loaded pumping equipment aboard. However, due to her deeper draft and lesser maneuverability she was unable to operate as close to the blaze as the *83327*, which returned to the battle after stopping to extinguish a fire which broke out on the ferry dock.

Sometime after 5:30 a. m., the blaze was brought under control. Though confined to the dock and warehouse, damage was estimated at about \$150,000. Until the *Brinckerhoff* got under way, the Coast Guard craft was the only waterborne means of combating the blaze, which could easily have wiped out Bridgeport's entire water-front area.

Reports from other Districts indicate an increasing activity among the Auxiliary flotillas. The following reports are from the Twelfth, Fourth, and Second Coast Guard districts, respectively.

#### **TWELFTH COAST GUARD DISTRICT**

Five flotillas are already under way on the courtesy boat inspection project. Each flotilla is undertaking an indoctrination program based upon the Vessel Inspector's Reference Guide and an outline of the major provisions of the motorboat act which was forwarded to each flotilla.

A preferred rate of insurance for Auxiliary craft has been obtained in this district, in which a great deal of interest has been shown by boat-owning members of the Auxiliary.

Vallejo Flotilla No. 25 has continued with the scheduled bimonthly cruises for amputee and neurotic cases from Mare Island Naval Hospital.

#### **FOURTH COAST GUARD DISTRICT**

The Delaware Bay patrol is continuing successfully but the Delaware River patrol has been discontinued temporarily due to the lack of available boats, which lack has been caused by placing two 38-footers in an overhaul status at local boat yards for much-needed repairs. The Auxiliary is furnishing eight-man crews at Barnegat, Atlantic City, Ocean City, Great Egg, Townsend's Inlet, and Hereford Inlet Lifeboat Stations during week ends. These crews have made possible the operation of lifesaving activities at all the major inlets of the Jersey coast with the exception of Beach Haven. A large num-



ber of assists made by these volunteer crews have certainly saved the Service by averting several drownings.

#### SECOND COAST GUARD DISTRICT

On the 4th of July 1946, Auxiliaries reestablished the Boston Lifeboat Station, using the CG 64300 as the station ship. The CG 38524 was assigned to the lifeboat station for patrol and rescue work. Only one regular Coast Guard Machinist's mate is assigned to the whole operation. Approximately 75 Auxiliaries give part time to this job. Several creditable rescue missions have been accomplished this month.

#### INFORMATION ON VOTING BY MILITARY PERSONNEL

Information received from secretaries of state indicate general elections are to be held in the following States on 5 November 1946. Maine's general election will be held on 9 September 1946. Standard Form No. 76 or USWBC Form No. 1, Postcard Application for Ballot, may be used by service personnel for obtaining an absentee ballot from all these States (except Montana) and will be accepted at any time unless otherwise indicated below. Voting instructions are contained in Personnel Circular No. 21-46.

State	Officers to be elected	Earliest date State will mail ballot	Last day ballot may be received back to be counted
Alabama	F. S.	7 Sept. 1946	5 Nov. 1946.
Arizona	F. S. L.	5 Sept. 1946	5 Nov. 1946.
Arkansas	F. S. L.	Any time	5 Nov. 1946.
Colorado	F. S. L <sup>1</sup>	24 Sept. 1946	20 Nov. 1946.
Connecticut	F. S. L <sup>1</sup>	Any time	4 Nov. 1946 (6 p. m.).
Delaware	F. S. L <sup>1</sup>	7 Sept. 1946	5 Nov. 1946 (noon).
Idaho	F. S <sup>1</sup>		4 Nov. 1946.
Illinois	F. S <sup>1</sup>	21 Sept. 1946	5 Nov. 1946.
Kansas	F. S. L <sup>1</sup>	5 Sept. 1946	2 Nov. 1946.
Louisiana	F. L.	When printed	5 Nov. 1946.
Maryland	F. S. L <sup>1</sup>	Any time	5 Nov. 1946.
Michigan	F. S. L <sup>1</sup>	6 Aug. 1946	5 Nov. 1946.
Minnesota	S <sup>1</sup>	Any time	5 Nov. 1946.
Missouri	F. S. L.	6 Sept. 1946	5 Nov. 1946 (6 p. m.).
Montana	F. S <sup>1</sup>	When printed	5 Nov. 1946 (6 p. m.).
Nebraska	F. S. L.	26 Sept. 1946	28 Nov. 1946 (10 a. m.).
New Hampshire	F. S. L <sup>1</sup>	1 Sept. 1946	5 Nov. 1946.
New Mexico	F <sup>1</sup>	Any time	4 Nov. 1946 (noon).
New York	F. S. L.	20 Sept. 1946	4 Nov. 1946 (noon).
Ohio	F. S. L <sup>1</sup>	6 Sept. 1946	5 Nov. 1946 (noon).
Oklahoma	F. S. L <sup>1</sup>	1 Sept. 1946	5 Nov. 1946 (7 p. m.).
Oregon	F. S. L <sup>1</sup>	10 Sept. 1946	30 Oct. 1946.
Rhode Island	F. S. L <sup>1</sup>		
South Carolina	F. S. L.		
South Dakota	F. S. L <sup>1</sup>		
Tennessee	F. S <sup>1</sup>	21 Sept. 1946	5 Nov. 1946.
Texas	S. L <sup>1</sup>	When ready	1 Nov. 1946.
Utah	F. S. L <sup>1</sup>	1 Sept. 1946	5 Nov. 1946.
Vermont	F. S. L <sup>1</sup>	17 Sept. 1946	5 Nov. 1946.
Virginia	F.	27 Aug. 1946	5 Nov. 1946.
Washington	F. S. L.	21 Sept. 1946	23 Nov. 1946.
West Virginia	F. S. L <sup>1</sup>		5 Nov. 1946.
Wisconsin	F. S. L.	18 Sept. 1946	5 Nov. 1946.
Wyoming	F. S. L <sup>1</sup>	When printed	5 Nov. 1946 (7 p. m.).

F—Federal

S—State

L—Local

<sup>1</sup> Classes of absentees who may vote in addition to service personnel include: (1) Merchant Marine; (2) American Red Cross; (3) Society of Friends; (4) United Service Organizations.

**ALABAMA.**—State will not mail ballot sooner than 20 days before election for all nonservice personnel. Service personnel are exempt from the poll tax and may vote by an absentee ballot if registered. Members of the Merchant Marine and civilians outside of the

United States who are officially attached to and serving with the armed forces of the United States, who are registered and have paid their poll tax may vote by absentee ballot, the postcard form being accepted as an application.

ARIZONA.—Merchant Marine personnel may similarly vote absentee.

ARKANSAS.—Constitutional amendments or other proposals to be voted upon: (1) Raise salaries of constitutional officers; (2) give counties right to vote 10-mil road tax. Merchant Marine personnel may similarly vote absentee.

COLORADO.—Constitutional amendments or other proposals to be voted upon: (1) Abolition of numbers on ballots; (2) abolition of "jack pot" provision in old-age pension amendment. Ballots cast within the United States from personnel of the Society of Friends and United Service Organizations must be back by 3 November 1946 to be counted.

IDAHO.—Constitutional amendments to be voted upon: Three.

ILLINOIS.—Constitutional amendment or other proposal to be voted upon: Section 2 of article XIV of State constitution. Postcard form not acceptable for application for ballot from other than service personnel. Other absentee voters make application direct to county clerk of voter's county not before 7 October 1946. The ballot will not be mailed to these other absentee voters until 7 October 1946.

KANSAS.—Constitutional amendment to be voted upon: Proposed amendment relating to filling vacancies in legislature.

LOUISIANA.—Constitutional amendments will be voted upon.

MARYLAND.—Constitutional amendments or other proposals to be voted upon: (1) Amending appointments of judiciary and bond; (2) state's attorneys; (3) election and compensation of sheriffs; (4) powers to Baltimore Redevelopment Commission.

MICHIGAN.—Constitutional amendment to be voted upon: Limiting State control and participation to certain internal improvements.

MONTANA.—Constitutional amendment or other proposal to be voted upon: Referendum 50—\$2,000,000 bond issue for State insane hospital. Postcard form not acceptable as application for any absentee voters. They must make written application to their county clerks for an approved form of application for absent voter's ballot.

NEBRASKA.—Constitutional amendment will be voted upon. Members of Merchant Marine and civilians outside the United States officially attached to and serving with the armed forces may similarly vote.

NEW HAMPSHIRE.—Constitutional amendments or other proposals to be voted upon: (1) Local option (beer and liquor); (2) question on calling constitutional convention; (3) fiscal agent question (applies to Coos County only).

NEW YORK.—Provisions exist for absentee voting by personnel of the Merchant Marine, American Red Cross, Society of Friends, and United Service Organizations.

OREGON.—Constitutional amendments or other proposals to be voted upon: (1) Changing order of succession to office of Governor in case of vacancy; (2) repealing prohibition against Chinese owning real estate or mining claims; (3) permitting bills in Legislature to be read by title only; (4) increasing number of State senators to 31; (5) bill authorizing annual State tax levy of 0.045 mills for 10 years for construction and equipment of armories; (6) bill creating rural school board for each county. State will not receive application before 6 September 1946.

TEXAS.—Constitutional amendments or other proposals to be voted upon: (1) Proposed by H. J. R. No. 5, Forty-ninth Legislature, authorizing appropriation by legislature of \$75,000 to John Tarleton Agricultural College to pay claims for the construction of a building on campus pursuant to deficiency authorization by the Governor of Texas on August 31, 1937; (2) proposed by H. J. R. No. 10, Forty-ninth Legislature, providing a retirement, disability, and death compensation fund for the appointive officers and employees of the State, limiting the amount contributed by the State to such fund, and providing that counties may, by a vote of its qualified voters, provide a similar fund; (3) proposed by H. J. R. No. 49, Forty-ninth Legislature, allocating all net revenues derived from the taxes, except gross production and ad valorem taxes, levied on motor fuels and lubricants, and motor vehicles registration fees, for the benefit of public roadways and for payment of certain specified road district bonds or warrants, with the exception that one-fourth of such net revenue from motor fuel tax shall be allocated to the available school fund; (4) proposed by H. J. R. No. 62, Forty-ninth Legislature, providing a veteran's land fund, to be administered by a veteran's land board, with the date of election thereon fixed as November 7, 1946 (2 days after the general election). A mandamus suit has been

filed, claiming a clerical error in the date, and the date was meant to be November 5, 1946, and asking that the amendment be submitted on that date. Service personnel and members of the Maritime Service or Merchant Marine are not required to pay poll tax and securing of exemption certificates not necessary. Members of Regular Establishment of the Army, Navy, or Marine Corps are barred from voting.

UTAH.—Constitutional amendments to be voted upon: Three.

WEST VIRGINIA.—Constitutional amendments to be voted upon: (1) Forestry and (2) educational system. State will receive application at any time except 10 days preceding an election.

WISCONSIN.—Constitutional amendments to be voted upon: (1) Auditing of State accounts and (2) transportation of school children. Members of Merchant Marine and members of American Red Cross, Society of Friends, and United Service Organizations who are outside the United States attached to and serving with the Army, Navy, or Merchant Marine may similarly vote. Ballot requests should be mailed to the voter's clerk of residence.

### CHANGES IN ASSIGNMENTS

Commodore H. C. Shephard, designated Chief, Office of Merchant Marine Safety, at Headquarters.

Commodore Louis W. Perkins, designated Commander, International Ice Patrol and Commander, Greenland Patrol, in addition to duty as Commander, North Atlantic Patrol.

Commodore Milton R. Daniels, from Fourth Coast Guard District to Yard as industrial manager.

Capt. Edward H. Thiele, from Third Coast Guard District (District Engineering Officer) to Headquarters for engineering duty.

Capt. Roy L. Raney, from Coast Guard Headquarters, Assistant Chief, Personnel Officer, to Assistant Chief, Office of Merchant Marine Safety.

Capt. Russell E. Wood, designated Assistant Chief, Office of Personnel, at Headquarters.

Capt. Harold C. Moore, from Coast Guard Headquarters, Office of Merchant Marine Safety to Office of Commandant.

Capt. Alfred C. Richmond, designated Chief, Planning and Control Staff, at Headquarters.

Capt. Clarence H. Peterson, designated Chief, Aids to Navigation Division, Headquarters.

Capt. Miles H. Inlay, previous orders of detachment from Headquarters amended. Ordered to Academy for duty.

Capt. George E. McCabe, from Baltimore Section to Coast Guard Headquarters for temporary duty.

Capt. Floyd J. Sexton, from Western Inspector to Fourth Coast Guard District for duty as relief of District Commander.

Capt. Julius F. Jacot, from Manila, Philippine Islands, to Eighth Coast Guard District for duty as District Operations Officer and Deputy Group Commander.

Capt. George W. McKean, from Mare Island, Calif. (AP-116) to Miami, Fla., for duty as District Operations Officer and Deputy Group Commander. Orders to NCLA amended.

Capt. Niels S. Haugen, transfer to Thirteenth Coast Guard District for duty as District Operations Officer and Deputy Group Commander.

Capt. Paul W. Collins, from Commander Eighth Coast Guard District to home pending retirement.

Capt. William M. McGuire, designated Marine Inspection Officer, Third Coast Guard District, upon retirement of Capt. (T) George Fried.

Capt. Charles W. Thomas, commander Greenland Patrol to Commander North Atlantic Patrol (for duty as Greenland Representative).

Capt. Walter R. Richards, from Third Coast Guard District to Eastern Area for duty as Chief of Staff of the Commander. Permanent station remains New York.

Capt. Richard L. Burke, from Commander Eastern Sea Frontier to Commander Eastern Area for duty on staff. Permanent station remains New York.

Capt. George C. Carlstedt, when relieved of duty as District Planning and Control Officer, assigned duty as District Operations Officer and Deputy Group Commander.

Capt. William W. Keuner, from Manila, Philippine Islands to Coast Guard Group Alameda, Calif., for duty as commanding officer. Orders to Miami, Fla., amended.

Capt. Dwight A. Chase, designated Chief, Civil Engineering Division, Headquarters.

Capt. Gustavus R. O'Connor, from Coast Guard Academy to Thirteenth Coast Guard District as Engineering Officer.

Capt. Kenneth K. Cowart, from Twelfth Coast Guard District to Headquarters for duty as Assistant to Engineer-in-Chief.





Capt. George M. Phannemiller, from Coast Guard Academy to Third Coast Guard District as District Engineering Officer.

Capt. John N. Heiner, from Coast Guard Headquarters to Twelfth Coast Guard District for duty as District Engineering Officer.

Capt. Edward H. Thiele, from Third Coast Guard District to Coast Guard Headquarters for Engineering duty.

Capt. Donald E. McKay, designated Acting Chief, Communications Division, Headquarters.

Capt. Gaines A. Tyler, from Coast Guard Headquarters to Coast Guard Academy for duty as Head of the Department of Engineering.

Capt. Lawrence M. Harding, designated Chief, Electronics Engineering Division at Headquarters.

Capt. George F. Hicks, from Thirteenth Coast Guard District (District Engineering Officer) to Headquarters (for Engineering duty).

Capt. Lee H. Baker, designated Assistant to Chief, Office of Operations at Headquarters.

Commander Warren L. David, from Thirteenth Coast Guard District (Temporary Duty) to *Escanaba* as commanding officer.

Commander Richard C. Foutter, from Second Coast Guard District to Fourth Coast Guard District.

Commander Simon R. Snads, Jr., from *Owasco* to Commander, North Atlantic Patrol. Boston representative for duty as personnel officer.

Commander Francis W. Richardson, from Seventh Coast Guard District to Merchant Vessel Inspection Division, Headquarters.

Commander Victor F. Tydlacka, from Receiving Unit, New York, to *Mohave* as commanding officer.

Commander Samuel F. Gray, designated Chief, Public Information Division, Headquarters.

Commander Alfred W. Kabernagel, designated Acting Commander Baltimore Section.

Commander James D. Craik, from detached Orders to Repair Base, St. George, N. Y., as commanding officer.

Commander Richard D. Schmidtman, designated Acting Chief, Testing and Development Division, Headquarters.

Commander Earle C. Brooks, from Seventh Coast Guard District to *Owasco* as commanding officer.

#### HOME PENDING RETIREMENT

Rear Admiral Lyndon Spencer.

Capt. Harold G. Belford.

Capt. Fred A. Nichols.

Capt. Paul W. Collins.

Capt. Henry Coyle.

Capt. Henry J. Betzmer.

#### RETIREMENTS

Commodore Michael J. Ryan.

Capt. George W. Cairnes (advanced to Rear Admiral on retired list).

Capt. Chester H. Jones (advanced to Rear Admiral on retired list).

Capt. Frank H. Higbee (advanced to Rear Admiral on retired list).

Capt. Whitney M. Prall.

Capt. Benjamin C. Thorn.

Capt. Henry C. Roach.

Capt. Edward C. Merrill.

Capt. Ephraim Zoole.

Capt. Norman M. Nelson.

Commander Marvin T. Braswell.

Commander Frederick A. Edgecomb.

